

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5607

庚九十月正年四十三緒光

Banks.	
YOKOHAMA SPECIE BANK, LIMITED.	HONGKONG AND SHANGHAI BANKING CORPORATION.
CAPITAL PAID UP Yen 24,000,000	PAID-UP CAPITAL \$1,500,000
RESERVE FUNDS 15,550,000	RESERVE FUNDS— Sterling \$1,500,000 at 2% = \$1,500,000 Silver \$13,500,000
From, les and Agencies.	RESERVE LIABILITY OF PROP. TORA \$1,500,000
TOKIO. CHEFOO.	TIENTSIN.
KINOKI. PEKIN.	NEWCHWANG.
OSAKA. DALNY.	LONDON.
NAGASAKI. PORT ARTHUR.	LYONS.
LONDON. ANTUNG.	NEW YORK.
LYONS. SAN FRANCISCO.	HONOLULU.
NEW YORK. HONOLULU.	BOMBAY.
SAN FRANCISCO. MUKDEN.	SHANGHAI.
HONOLULU. TIE-LING.	CHANG-CHUN.
BOMBAY. HANKOW.	HANKOW.
SHANGHAI. CHANG-CHUN.	Head Office—YOKOHAMA
HANKOW. HANKOW.	HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
	Or Fixed Deposit— For 12 months 5% p.a. " 6 " 5% " " " 3 " 5% "
	TAKERO TAKAMICHI, Manager. Hongkong, 31st October, 1907.

[23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
=ABOUT MEX \$7,222,222

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange business receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.

6 " 4 " "
3 " 3 " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 23rd January, 1908.

[25]

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (\$3,750,000).
RESERVE FUND FL 5,378,375
(about \$448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samutang, Sounam, Cheribon, Tegal, Pecalongan, Paksoecon, Tjilatjap, Padang, Medan (Del), Patembang, Kota Radja (Achean), Bandjernasita.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposit 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 1st November, 1907.

[26]

Hotels.

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.

Military Band during dinner, on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager.

[27]

CONNAUGHT HOTEL,
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties of Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

THURSDAY, FEBRUARY 20, 1908.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY

FOR	STEAMERS	TO HAUL UP	REMARKS
SHANGHAI.....	DELHI.....	About 1st Feb.	Freight and Passage.
LONDON, &c., via usual Ports.....	DEVANHA.....	2nd Feb.	Joint Service of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.
MOJI, KOBE & YOKOHAMA.....	PALMA.....	About 3rd Feb.	HONGKONG-CANTON LINE.
HONGKONG.....	BOERNEGOE.....	About 4th Feb.	S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,200 Tons, "KINSHAN" 1,995 Tons, "Tous," "HEUNGSHAN" 1,998 Tons.
LONDON and AMSTERDAM.....	SOCOTRA.....	About 6th March	Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	Capt. W. R. Hickey.....	March	Departures from CANTON to HONGKONG daily, at 8 A.M., 5.15 and 5.30 P.M. (Sunday excepted).

or Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 20th February, 1908.

THURSDAY, FEBRUARY 20, 1908.

SUMMER SERVICES

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,200 Tons,

"KINSHAN" 1,995 Tons, "Tous," "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily, at 8 A.M., 5.15 and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,611 Tons and "SUL-TAI" 1,611 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays: Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

On Saturdays, the afternoon steamer "SUI-AN" from Macao will arrive at the Douglas Wharf.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-China Steam Navigation Company, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

ON SUNDAYS, the Company's Steamer "SUI-AN" will depart from Douglas Wharf at 9 A.M. Returning from Macao at 6.15 P.M. to the Wing Lok Street Wharf.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from Company's Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel.

Entertainment.

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL PRESENT

"THE LIARS"

AN ORIGINAL COMEDY, IN FOUR ACTS.

BY HENRY ARTHUR JONES.

TO-NIGHT (THURSDAY) 20th February

TO-MORROW (FRIDAY) 21st

SATURDAY 22nd

Doors open at 8.30 P.M. Performance at 9 P.M.

OAST.

Colonel Sir Christopher Deering Mr. H. L. Hutchison.

Edward Falster Mr. John Robertson.

Gilbert Nepean, LADY JESSICA'S HUSBAND Mr. Arthur Chapman.

George Nepean, GILBERT'S BROTHER Mr. C. T. Heath.

Freddie Tatton, LADY ROSAMUND'S HUSBAND Mr. Mowbray S. Northcote.

Archibald Coke, DOLLY'S HUSBAND Major H. Broke, R.E.

Waifer at "THE STAR AND GARTER" Lt.-Comm. Dickens, R.N.

Gadsbey, FOOTMAN AT FREDDIE TATTON'S Mr. Bitten.

Taprio, SIR CHRISTOPHER'S SERVANT Mr. P. Nesbit.

Footman at Cadogan Gardens Mr. B. V. Wilkinson.

Lady Jessica: Nepean / Sisters Mrs. W. Logan.

Lady Rosamund Tatton / Sisters Mrs. Van der Wende.

Dolly Coke, THEIR COUSIN Mrs. H. W. Clothier.

Beatrice Ebernoe Mrs. Arthur Chapman.

Mrs. Crespin Mrs. O. D. Thompson.

Ferra, LADY JESSICA'S MAID Miss Chatham.

Prices \$3, \$2 and \$1.

Balloons and Soldiers in uniform half-price to Pit Seats and Pit.

Booking Office at the ROBINSON PIANO CO., open on and after MONDAY, the 10th February, 1908, at 10 A.M.

Hongkong, 20th February, 1908.

Shipping—Steamers.

NORDDEUTSCHER LLOYD,**BREMEN.****IMPERIAL GERMAN MAIL LINES.**

FOR.	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST"	WEDNESDAY, Capt. Rud Meyer.....
		Noon, 26th Feb., 1908.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	TUESDAY, 5 P.M., 3rd Mar., 1908, Capt. v. Binzer
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG"	About TUESDAY, 3rd Mar., 1908, Capt. v. Binzer
KUDAT and SANDAKAN	"BORNEO"	Middle of March, Capt. F. Sembill

For further Particulars, apply to

NORDDEUTSCHER LLOYD.**MELCHERS & CO.,**

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th February, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.**HONGKONG-WUCHOW LINE.**

THE Steamers "LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHALARATING.

For further information apply to—

BUTTERFIELD & SWIRE, AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

[17]

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU", 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN", 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

[18]

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIKINI	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJILIWONG...	JAPAN	Second half Feb.	JAVA	Second half Feb.
TJIMAHİ....	JAYA	Second half Feb.	JAVA	First half Mar.
TJIBODAS ...	JAVA	First half Mar.	JAPAN	First half Mar.
TJILATJAP...	JAVA	Second half Mar.	JAVA	Second half Mar.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports en route Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 13th February, 1908.**THE YOKOHAMA DOCK CO., LTD.****NO. 1 DOCK.**

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1908.

IMPERIAL BREWING COMPANY, LIMITED.**PURE CREAM BEER.**

For samples and prices please apply to

WINE GROWERS SUPPLY CO.**BARRETTO & CO.,**

General Agents.

Hongkong, 22nd October, 1907.

HYACINTH FRIENDS.

WHO PAY FOR LITTLE AND EXPECT MUCH.

An unpleasant feature of the past one or two musical seasons has been the increased activity of the "encore" fiend, who has been making concert-going exceedingly disagreeable for the genuine music-lover. Glancing through recent chronicles of musical events, one sees, fairly frequently, such paragraphs as the following:

After three encores and twenty recalls Mme. _____ appeared on the platform in her cloak. Two or three years ago, the "encore" nuisance had been checked to some extent, but it has now again attained to such a pitch that many artists are seriously considering what steps to take to mitigate—if they cannot do away with—the practice. One or two are resolutely declining to give any extra items, and others have been driven to the necessity of giving the public some very broad hints, such as the one described in the paragraph above, as to the unreasonableness of expecting so much.

Not only in the concert-room is the nuisance rampant, but at the opera, where for some time past encores or even applause during an act had been frowned upon, it has again prevailed, during the recent autumn season.

AN INDEFENSIBLE CUSTOM.

There is not much to be said in defence of the practice of "encoring". It is, of course, a species of dishonesty. If you pay five shillings to hear Mr. _____ play on the piano a dozen pieces which he specifies beforehand you have no more right to ask him to play extra items than you have to steal. Naturally, Mr. _____ generally plays encores in order not to offend the public, upon whose favour his living largely depends.

The encore fiend, too, is often so selfish and inconsiderate; I have seen an artist who was obviously so ill that his or her performance was only barely possible, dragged on to the platform time after time with requests for an encore, when to everyone present the artist's indisposition must have been patent.

Artistically the encore is, indefensible, especially at the opera, where during the recent Teatrozzi furore, the action on the stage was repeatedly stopped to allow the prima-donna to repeat a aria. It does not matter so much in the older Italian operas, but one shudders at the thought that the practice may spread into modern works.

The question is naturally a delicate one for the artists. It is, of course, a mark of popular favour to be asked for encores; but I am sure that the great majority of executants would not be sorry for the custom to disappear. "The public should ask for an extra concert—and pay for it," was the opinion given to me by one well-known artist.

MME. PATTI'S DEVICE.

The first brilliant idea for checking the encore fiend was that of Mme. Patti, who hit upon the device of appearing on the platform in a cloak, and this custom is now being gradually adopted by artists. It took Mme. Teatrozzi only a very few weeks to learn that this was the best way of telling the London public they would get no more than that night.

For pianists a very good idea was introduced by a well-known player. At the end of the recital two attendants appear upon the platform with much pomp and circumstance proceed to close the piano. Speaking of pianists and their encores induces me to recall the anecdote of Rubinstein, who, when asked to play at an "At Home" club, Beethoven's rather severe "Thirty-two Variations in C minor." Asked for an encore he played them through again, and always related with glee how a lady came up to him afterwards and asked him the name of the encore piece which she liked "so much better than the first."

Violinists, at a riot to the audience, might publicly unscrew the horsehair of their bows at the end of the concerto, and a summary way of settling the whole difficulty is that which has been recently adopted at Queen's Hall; namely, of turning out the lights.

THE PROMENADES' SUMMARY METHODS.

It is amusing to see the encore fiend rigorously routed at concerts such as the "promenades," where the real music lover is in the majority. If the applause persists after a reasonable time, the applauders are scolded at and lustily hissed by the rest, who want to hear the symphony that comes next, and are not going to wait any longer. The "encore" fiend is generally the least musical person in the audience, and demands the repetition of the most trivial music.

There is yet another aspect of the question, that of the indifferent artist, who, if the applause continues an instant after his or her disappearance, at once takes an encore which was probably not asked for in the least. I have often seen a singer thus rush on with another song, barely reaching the platform before the applause had subsided. Here the fault largely lies with thoughtless audiences who are too generous in their applause generally.

I ought not to leave the subject without a reference to that other nuisance of the concert-room, the friends of a second-rate artist who form an amateur "clique" and force an encore upon the rest of the audience. They ought to be dealt with severely. But how to deal with them it is difficult to say.—Henry J. Coates in Morning Leader.

AN APPEAL.

THE SUPERIORITIES of the ITALIAN CONVENT, CAINE ROAD, beg most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desire to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiorities will make the most graceful Books for the Children of the Poor Schools, who are taught by the Sisters.

The Superiorities will be pleased to receive

Orders for all kinds of embroidery.

The Superiorities will be pleased to receive

Orders for all kinds of embroidery.

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Orders for all kinds of embroidery.

Intimation.

Powell's WHITE GOODS LINENS.

SHEETS:-

Plain, per pair,	
2 x 3 yds., \$12.50 to \$25.00	
2½ x 3½ yds., \$14.50 to \$30.00	
Hemstitched,-	
2 x 3 yds., \$18.50 to \$35.00	
2½ x 3½ yds., \$21.50 to \$45.00	

PILLOW CASES:-

Plain,-	\$12.50 to \$37.50 per doz.
Frilled,-	\$2.75 to \$16.75 per pair
Hemstitched,-	\$2.75 to \$21.50 per pair

TOWELS:-

Huckaback, Hemmed,	\$5.75 to \$11.50 doz.
Hemstitched,-	\$6.00 to \$21.50 doz.
Fringed,-	\$6.75 to \$18.50 doz.
Diaper and Damask Towels,-	\$10.50 to \$27.50 doz.

TABLE LINEN:-

2 x 2 Yds. from \$6.75 each	
2 x 2½ " 8.50 "	
2 x 3 " 10.50 "	
2 x 3½ " 10.75 "	
2½ x 3 " 12.50 "	
2½ x 3½ " 15.00 "	
2½ x 4 " 15.00 "	
2½ x 4½ " 16.50 "	
2½ x 5 " 19.50 "	

Serviettes to match:

ALL LINEN
TABLING2 and 2½ Yards by any Length
From \$1.25 per yard.

POWELL'S ALEXANDRA BUILDINGS, DES VŒUX ROAD, and 28, QUEEN'S ROAD, HONGKONG

Public Companies

HONGKONG AND WHAMPOO COCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 29th January, 1908. [176]

HONGKONG GENERAL CHAMBER OF COMMERCE,

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th February, 1908, at 4 P.M., in the City Hall, for the following purpose, viz:-

- To receive the Report and Accounts of the Committee for the year ended 31st December, 1907.
- To elect a New Committee.
- To consider the following Resolution:- "That in consequence of the importance of the trade existing between this port and Bombay it is resolved under Rule 'XXIII' to increase the number of the Committee from 9 to 10 so as to include a Merchant interested in the 'Bombay trade'."
- To transact any general business.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 14th February, 1908. [222]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the NINETEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 25th February, 1908, at 1.45 P.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 11th February, to WEDNESDAY, the 25th February, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
Agents for the Kowloon Land & Building Co., Ltd.
Hongkong, 17th February, 1908. [225]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in this Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 25th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th February, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 4th February, 1908. [169]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers, at 11.30 A.M., on MONDAY, and March, to receive a Statement of the Company's Accounts to 31st December, 1907, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant to the 2nd proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 19th February, 1908. [138]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE THIRTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned at 12.30 P.M. on TUESDAY, the 10th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th inst. to the 10th proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong Fire Insurance Company, Limited.
Hongkong, 17th February, 1908. [333]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 31st December, 1907, at the rate of TWO POUNDS STERLING per Old Share, and ONE POUND and TEN SHILLINGS STERLING per New Share, is payable on and after MONDAY, the 17th day of February, current, at the Offices of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 15th February, 1908. [236]

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT STORES, will be Open 11 to 4 A.M. and 4 P.M. daily Sunday excepted, to receive & deliver perishable goods.

WM. PARLANGE,
Manager.
Hongkong, 15th January, 1908. [169]

AN ALCHEMIST'S DREAM.

HOW TO MAKE DIAMONDS.

The making of artificial diamonds is a pursuit to which M. Lemoine, of Paris, and his generous patron, Dr Julius Werner, have had many predecessors. It has attracted all sorts of fluttering charlatans, and scientific men have worked at it until the dreams of the alchemist have become in this respect the wonders of the chemist.

One of the most famous professors of the art of crystallising carbon was that weird man of mystery whose origin, age, and career puzzled an entire century—the Count of St. Germain. This extraordinary man, fop, fiddler, spy, alchemist, musician, Jacobin and Jacobite, claimed to have acquired the magic art during his residences in India, where it now seems clear that he went as a French spy in the service of Louis XV. He pretended to have the art of melting gems, and even of making new ones. There is a well-authenticated story that Louis XV. handed him a flawed diamond worth only 6,000 francs, and that he returned one to that monarch of the same shape and size, but without flaw. The latter was worth 9,600 francs according to the King's jeweller, and the incident much impressed the Count.

WAMPOL'S PREPARATION.

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anaemia, Scrofula, Debility, Infants, Throat and Lung Troubles, and Wasting Complaints. Dr Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. It cannot disappoint you." Sold by all chemists.

GEMS FROM BRAZIL.

There is, of course, no proof that St. Germain did not substitute a new diamond cut in imitation of the old one, and suffer the loss in order to establish his position at Court. Mr. Andrew Lang accounts alike for his air of gentle birth and for his possession of gems by the theory that he was a son of a Spanish princess and a Portuguese Jew, a financier named Andanero. He suggests that the lady might easily have carried off any quantity of the diamonds of Brazil during the reign of her idiotic husband, Charles II., and that the Count of St. Germain used these legacies to perform the alchemy which astonished and excited his generation.

Since his day there have been many attempts to solve the problem. About 30 years ago it was announced that Glasgow chemist had made diamonds; but prof. Storey-Maskelyne showed that these gems were not true diamonds. "Paste," of course, there had long been, but such silicones imitations are easily detected by the jeweller or the chemist. What the scientific world wanted was that real diamonds should be made, and Prof. Moissan, a French savant, was the first man who did it. Great heat and great pressure in combination was his formula, and he went to Nature's own laboratory for guidance.

THE PROCESS OF MANUFACTURE.

The diamond consists of pure carbon, which, having been produced in the high temperature of the earth's centre, is then ejected through some mud volcano in the "pipes" which traverse the "blue ground" of Kimberley. These conditions Prof. Moissan proposed to imitate on a smaller scale in his laboratory.

LIQUORS.

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LABORATORY RESULTS.

Prof. Moissan relied on the fact that iron saturated with carbon expands on cooling, instead of contracting. He had his white-hot crucible plunged into ice-cold water. This sudden cooling solidified at once the outside of the mass forming a rigid shell. At the same time, the central mass of carbonised iron began to expand. The enormous pressure caused by this expansion within the outer shell, which would not give way, was sufficient to force out minute transparent, dense crystalline forms. The sponge had been squeezed by science, and instead of water-drops there were squeezed out diamonds.

Subsequently Prof. Moissan, instead of water, used molten lead, for his cooling bath. He was dealing with such high temperatures that molten lead was quite cool enough for his purpose, and better results followed.

The Moissan diamonds were not, however, rivals to De Beers. They cost more to produce than the Kimberley gems, they were smaller, and they were apt to split up afterwards on exposure to the air. But the progress of modern chemical research is so rapid that it is exceedingly probable that a more marketable gem may yet be produced, and in that case, of course, the De Beers monopoly of diamonds and its power to keep up the market are over.

ARTIFICIAL RUBIES.

Already rubies are made artificially which will pass every chemical test, and can only be detected by the keenest expert from the blood-red stones of Burmah and Badashan. Artificial rubies consist of a crystal of silicate of alumina colored by bichromate of potash, which is whirled round at a high speed while it is kept at a temperature of 3,000 Fah. by means of the oxyhydrogen blow-pipe. While thus rotated, it is "dusted" with minute particles of natural ruby, which are melted on to it and built into its structure till the great ruby remains.

There is something very significant about this. These artificial rubies are made of real ruby dust melted into one gem. Now it is alleged, by some of the Parisian Lemoine's friends, that he uses a powder, which resembles the diamond dust supplied to rock-drillers and others. Has he discovered a means of melting diamond powder, chips of cutting, the unmarketable gems of the mines, and melt on to one diamond? The claims of the Count of St. Germain, and the methods of the modern artificial ruby makers seem to meet here; and it is of interest that De Beers should turn in upon us thinkers of the artificial diamond.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION.

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BATHS.

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Intimation.

**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

**CHEMISTS,
BY APPOINTMENT TO
HIS EXCELLENCE THE GOVERNOR
AND HOUSEHOLD.**

DEPOT FOR
THE FINE PRODUCTS
OF

**BURROUGHS WELLCOME & Co.,
LONDON.**

'TABLOID' BRAND PRODUCTS.

'SOLOID' BRAND PRODUCTS.

'KEPLER' MALT EXTRACT.

'KEPLER' SOLUTION or COD LIVER
OIL IN MALT EXTRACT.

BEEF AND IRON WINE (B.W. & Co.)

DARTRING LANOLINE PREPARA-
TIONS.

HAZELINE, "HAZELINE CREAM,"

"HAZELINE SNOW," &c., &c., &c.

'TABLOID' MEDICINE CHESTS, AND
POCKET MEDICINE CASES.

The Fine Products of BURROUGHS
WELLCOME & Co., are prescribed by
leading Physicians all over the World.

**A. S. WATSON & CO.,
LIMITED,**

CHEMISTS AND DRUGGISTS,
THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS.

Hongkong, 15th February, 1908.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 20, 1908.

**THE TIENSIN-PUKOW RAILWAY
LOAN AGREEMENT.**

A translation of the Agreement which was recently concluded between the British and Chinese Corporation and the "Waiwipu" at Peking, in connection with the Tientsin-Pukow railway scheme has now been published and should prove of interest to those concerned with affairs in China. The first Article sanctions the issue of a loan by the German and British Banks Syndicate for five million pounds sterling at 5 per cent, to be styled "the Chinese Government five per cent. Tientsin-Pukow Railway Loan." This loan, we learn from the second Article, is to furnish the capital wherewith to construct a Government railway from the vicinity of Tientsin to connect the existing Peking-Shantung railway via Tschow Chinanfu to Ihsien along the southern boundary of Shantung, and this line will hereafter be known as the northern section of the Tsin-Pu or Tientsin-Pukow line; and from Ihsien to Pukow on the bank of the Yangtze opposite Nanking which shall hereafter be known as the southern section of the Tsin-Pu railway. The total distance of the two sections is 1,835 kilometres or equal to 2,170 Chinese li. The period of construction is expected to occupy four years, and a commencement must be made within six months after the Agreement was signed. Within the latter period, also, the syndicate must place the sum of £500,000 at the disposal of the Director General of the railway, that amount to be deducted from the original loan. Interest is to be paid every half year "by the Chinese Government either from the proceeds of the loan or from other sources as considered advisable." The next two Articles read in the following terms:—The loan is made for a term of 30 years, the repayment to commence at the end of ten years, and with exceptions, ended in Art. 6 of this Agreement, the amortisation to the banks concerned, Deutsch-Australische Bank, and Hongkong and Shanghai Banking Corporation, shall be made in half yearly instalments "out of the proceeds of the loan or from such other source as the Chinese Government may decide, payment being made in all cases 14 days previous to the date of issue. After the expiration of ten years, the Chinese Government may if it so desire redeem the outstanding amount of the loan or any part of it any time before the twentieth year on the payment of a premium of 2½%, or £102 10s. on every £100 bond. After the twentieth year redemption can be made without premium, but in any case six months' notice must be given by the Chinese Government, and the method of redemption shall be by the drawing of additional bonds at each ordinary drawing. The Hongkong and Shanghai Banking Corporation and the Deutsch-Australische Bank are to receive a quarter per cent. as commission for acting as agents. The loan is secured in the following manner which we quote from Article 9: "1.—By inland internal revenues of the province of Chihi 1,200,000 Haikuan Taels a year; 2.—By inland internal revenues of the province of Shantung 1,650,000 Haikuan Taels a year; and 3.—By the revenues of the Nanking Lékin Collectorate 900,000 Haikuan Taels a year and of the Huai-an Native Customs 100,000 Haikuan Taels a year in the province of Kiangsu. The provincial revenues as above are declared free from all other loans, charges or mortgages." The loan, it is laid down, is to be issued in two or more instalments of bonds, the first issue of £3,000,000 being made as soon as possible after the signing of the Agreement, and subscriptions are to be invited in Europe and China. After referring to the conditions under which the account shall be kept, provision is made in the Agreement permitting the syndicate an extension of time should political or financial troubles cause a fall in the value of Government Stocks so that the successful issue of the loan would be rendered impossible on the terms named. It has also been agreed that the construction and control of the railway will be entirely in the hands of the Chinese Government, but British and German chief engineers will be selected to supervise the work. When the line is completed a European engineer-in-chief will be appointed to retain office so long as the loan subsists. With regard to the material which will be required for the line the Agreement says: "At equal rates and qualities, goods of German and British manufacture shall be given preference over other goods of foreign origin for the Northern and Southern sections respectively," but later on it is laid down that, in order to encourage Chinese industries, materials and goods manufactured in China will in all cases receive first consideration. The remainder of the Agreement is of a comparatively formal character.

CHINA'S FUTURE.

Under the heading of "When will China be able to stand alone?" an interesting article appears in the *Shanghai Mercury*. The article in question remarks: "China has set before herself a stupendous task, no less than that of making herself a great Power. She has followed the example of Japan in so far that she has definitely made up her mind that she will break with the past because it is only by so doing that she can ensure her future. What are her chances of success? Has she, as Japan had, the necessary qualifications? And having them, will she employ them in the right way? What are the qualifications? First and foremost, ability on the part of her sons. That she has that is certain. No Japanese or Westerner can boast of greater natural powers than those of the Chinese if they are rightly developed, and wisely conserved. Whether she will use this ability to the best advantage remains to be seen. At present the outlook is somewhat doubtful. For what are the requirements of the case? Evidently, for some considerable time a course of apprenticeship. Japan submitted to it, not gladly, nor too willingly, but because she saw that her object could be attained in no other way. At the moment, China looks as if she were in too great a hurry. She has gone from one extreme to the other, a very natural course of procedure under the circumstances, but not necessarily a very wise one. Her education is but begun, and any premature action with untrained minds, untrained hands, and undigested schemes can but result in failure. China can never carry out the great scheme she has in view without money, and she can not hope to get that without a careful, systematic, and scientific development of her resources. Money she must have speedily, and in plenty, or her greatness will be postponed to the Greek Kalends. Is she going the right way to get it speedily and in plenty? We fear not. Possibly not a few of her sons will be disposed to question our reasons for thinking as we do. But we have, as we think, good ground for our assertions. In the first place we feel sure that a very great mistake is being made just now in the jealous shutting of all doors against foreign capital. We are in favour of every possible and reasonable safeguard, so that though foreign capital may for the time being reap its due benefit, the after results should be to the benefit of China, which indeed would tell the whole story concerning the way most desirable this in the opinion

of her resources, and the training of her sons. If it be objected that China will do these things for herself, the reply is that, for the time being, she cannot, and by so much she will be delaying and endangering the very development which she most desires. All this applies to railway making, mining, and industrial work generally. If in these a serious attempt is made to walls alone, failure is practically certain. What applies to the development of resources applies also to the application of them. China needs an army and navy. The first she has begun to develop. The second, she is talking about. Under pressure down south she has actually begun a serious effort to suppress piracy. But money is needed, and money is not forthcoming in anything like sufficient quantities at present. It will require many, many years before it is possible that China can have a navy as efficient as that of Japan, and till she has, her hopes of being received as an equal amongst equals will be doomed to disappointment. Consequently we are thrown back once again upon the financial question. One of two things must be done. It is better to develop than to borrow. It is also easier. Hence we see once more the short-sightedness of the policy now being pursued. Another question has to be answered before a decision can come to as to the time it will take for China to become sufficiently developed to be received as an equal amongst the Powers. How long will it take for her to establish a modern system of law and legal procedure in place of the patch-work of local custom, old world enactments, and jurisprudence tempered with bribery, which is the "system" of the present? Not before that has been done to the satisfaction of the outer world will there be one whisper of the abolition of extra-territoriality listened to. The United States may discover a huge mistake in their book-keeping and be honest enough to admit it, sending back millions of wrongly exacted dollars, but Washington will not subject one of her sons to torture or the amenities of Chinese prison practice as at present understood. Here again money will be required for the purpose of establishing a new legal procedure, a complete change in prison practice, including the building of hundreds of thousands of modern structures, and the enrolment of more police. A generation will be all too short for these things, especially if the present mistakes be persistently adhered to. The keynote to rapid success is rapid development.

LOCAL AND GENERAL.

THE German cruiser, *Leipzig* arrived from Swatow this afternoon.

CHINA'S FUTURE.

RETREAT will be sounded by the pipes and drums of the 2nd Battalion Cameron Highlanders on Friday on the Murray Barracks Parade ground.

STATION leave of absence, with permission to travel in the neighbouring countries, is granted to Lieutenant C. Kiley, R.A.M.C., from 23rd February to 7th March, 1908.

MR. C. S. Gubbay, of the firm of Messrs. E. D. Sassoon & Co., has been appointed a director of the Hongkong and Shanghai Banking Corporation in place of Mr. A. J. Raymond, resigned.

THE R.I.M.T. *Hardinge* is expected to arrive on 24th instant with 13th Rajputs, who will be quartered at Kowloon. The ship will sail for Karachi on or about 1st March with the 22nd Baluchis.

THE Chinese Government has been invited by the Portuguese Government to send a representative to attend the conference on telegraphic developments which will be held at Lisbon this year.

THE Chinese merchants in Newchwang propose building a large storage godown to accommodate cargo from the interior during the closed winter season, and not to send it out via Taliwan as they lose by sending it that way.

RESIDENTS on this side of the water were treated to a pretty, if destructive, spectacle, of a grass fire on the hills on the mainland beyond Stonecutter's Island. It was the first of the season. It began about 8 p.m. and illuminated the surrounding hills for a great distance. By 9.30 p.m. it burnt itself out.

CHAN SZE, a coolie, having no fixed place of abode, entered the house of a shop coolie, at 6, On Tai Street, Central district, last night while the master of the house and his family were abed, and, appropriating a box containing about \$28 worth of clothing, started to leave the premises. Going down the staircase he met a policeman, who seized him. He was given six weeks' imprisonment at the Police Court, to-day.

INSPECTOR McARDY, of the Simshui Police Station, captured thirty-two gamblers in a raid at 70, Ma Loeng Kwai village last night. There was a stampede when the building was entered and over thirty men ran away to escape. The captives, together with the suggestion in paragraph 3 of my former letter, referred to above, that owners should notify the Harbour Master of the expected arrival of their vessels, in order that he may make arrangements to place their buoys, at the earliest opportunity, are now in force.

MOORING BUOYS.**GOVERNMENT AND CHAMBER OF COMMERCE AT VARIANCE.****"A VERY SERIOUS APPREHENSION."**

The following letter on the subject of private mooring buoys in the harbour is included in the appendices to the Chamber of Commerce annual report issued to-day:

Colonial Secretary's Office, Hongkong, 19th January, 1908.

SIR,—Referring to your letter of the 6th September last, in which you have dealt at length with the proposal of this Government to make leased moorings in the harbour available to vessels other than those of the lessees, I am directed to put forward for the consideration of your Chamber a more detailed account than was given in my letter of the 6th August of the grounds upon which this proposal is founded.

2. The statement that more than half of the total number of private moorings are always unoccupied, was based upon evidence obtained by the Harbour Master by personal observation extending over a period of more than two years, during 1904 and 1905, supplemented by daily verbal reports from the Boarding Officers; and by special daily reports made during 8 weeks at the beginning of last year. Subsequently to the receipt of your letter, under reply, His Excellency directed Captain Taylor to keep a further daily record for a period of three months, the result of which is shown in the enclosed table.

3. It will be observed that during this period the day average number of buoys occupied was 196 out of a total of 24, of which however one was under repair during the whole and a second during the greater part of the time. The largest number of buoys occupied on any one day was 27, on the 1st and 2nd November, when there were 46 and 50 ocean steamers in the harbour respectively. The least number occupied was 11 on the 6th December, when there were 44 ocean steamers in port. Certain buoys were little used, the northern China Merchants' buoy, being occupied on one day only, and by a vessel belonging to another line. Others were for the most part left or leased by the owners, the Peninsular and Oriental Company's western buoy being occupied on 49 days by Japanese vessels, and not on a single occasion by vessels belonging to the Company. The Osaka Shosen Kaisha, who had on eight days only two vessels in the harbour at the same time, used their own buoy on 21 days only and other buoys on 61 days.

4. These figures would seem to be somewhat at variance with the experience of the representatives of several leading shipping companies, quoted by you, that it is of quite rare occurrence for them to receive any request from agents of other lines for the use of their moorings.

5. They show further that a number of the best positions in the harbour are continually unoccupied at a time when the less desirable anchorages are filled with vessels which have no private moorings. In 1906-1907, 20% of the ocean steamers arriving in the Colony were vessels whose owners or agents were not buoy owners, and your committee will, I think, agree that in the interests of the trade of the port this important minority is entitled to some further consideration than is at present shown to them.

6. With regard to the Chamber's request that they may be supplied with the names of owners or their representatives who have complained of their inability to secure the use of moorings, I enclose a list of ships the masters of which have been most persistent in making verbal complaint together with the names of their owners or agents.

7. It is hardly correct to say that a certain number of vessels, chiefly engaged in the Pacific trade, cannot use any of the fixed buoys owing to the weight and length, as with the exception of *Shamut* and *Tremont* these ships have light own moorings and invariably go to them.

8. The argument that many steamers would be greatly inconvenienced if ordered to change to a particular point, for instance a small steamship at West Point or rice steamers at East Point presupposed in the Harbour Master either a complete ignorance of the needs of the shipping or a habitual disregard of their convenience. The Chamber may, I trust, rest assured that in the event of the adoption of the proposed scheme the changes of buoyage will be made in the minimum of difficulty.

9. The contention that difficulties would be experienced in connection with the shifting of a vessel before finishing discharge to make room for a vessel belonging to the owner of the buoy occupied is met to a great extent by the suggestion made in my letter of the 6th August that owners should notify the Harbour Master, on any of their buoys becoming vacant, when they expect the arrival of another of their vessels to occupy it. As you point out, the universal use of the telegraph gives ample time to any one who understands his business, in which category the Harbour Master may be included, to make the necessary berthing arrangements.

10. The Committee admit that unoccupied buoys, if not required by their owners, should be placed at the disposal of others, provided that this does not in any way interfere with their own business. They state further that the movements of ships are known to their agents here at least 48 hours prior to their arrival, a period which would in most cases be ample time to secure his witness.

Mr. Justice Wise—Why couldn't the plaintiff get his witness?

Mr. Gardner stated what when the case was first brought up it was put over the Chinese New Year.

Mr. Justice Wise—It is the Chinese New Year now.

Mr. Gardner stated that the plaintiff went to Macao to get his witness. When he arrived there he found his sister ill, and he was being kept there.

Mr. Justice Wise—He was very sorry for his sister, but he could not allow another adjournment.

The plaintiff said for the defendant to costs.

Mr. Gardner applied for liberty to re-open the case.

Mr. Justice Wise informed him that it would be given for permission first before he

are at variance with those of his immediate predecessors is not correct. Captain Ramsay discussed the matter with Captain Taylor and assisted him in drafting the scheme originally put forward, and Captain Barnes-Lawrence's approval of it is on record.

12. The prosperity of Hongkong depends to a large extent, as has frequently been urged by your Chamber, upon its shipping, and the present proposals are the outcome of a very serious apprehension, which may prove to be not altogether unfounded; that disadvantages under which a considerable percentage of the vessels visiting the port are placed as regards berthing accommodation may tend to make the port unpopular and so to drive trade away.

Your Committee are of course at one with this Government in their desire to foster trade by every means in their power, and His Excellency is confident that the figures and arguments now put forward will receive their most careful consideration. Before effect is given to the scheme, it would of course be necessary to arrange certain details regarding such questions as the notifying of ships of the moorings they are to take up, damage done to buoys and similar matters.

13. I am empowered by Messrs. Dowdell & Co. and by Messrs. McGregor Brothers and Gow to say that the proposed scheme has their approval, and it is understood that Messrs. Butterfield and Swire and Messrs. Shaw, Tammes & Co. are not opposed to it. I am, &c., F. H. May, Colonial Secretary.

The Secretary, General Chamber of Commerce.

Telegram.**HONGKONG TELEGRAPH SERVICE.****THE LATE MR. E. DE BAVIER.****INQUEST CONCLUDED.****JURY'S VERDICT.**

[From Our Own Correspondent.]

Shanghai, 20th February, 1908.

2.45 p.m.

The Coroner's inquiry into the death of Mr. E. de Bavier has been concluded.

The jury returned a verdict that the wound on the deceased was self-inflicted while in a depressed mental condition brought on by business worries.

[According to our special Shanghai telegram, of the 17th inst., the late Mr. Bavier, who had been suffering from depression for some time, shot himself in bed at 11.30 a.m. that day. He was immediately killed.—Ed. B. K. T.]

CANTON DAY BY DAY.**WEST RIVER PATROL.**

[From Our Own Correspondent.]

Canton, 19th February.

The two steam launches *Chun On* and *Yuen Wo*, the former of which belongs to the Canton Bounding Bureau and the latter to the Canton Government Cement Works at Honam, have, by order of the high authorities, been placed at the disposal of Acting Admiral Li Chiu for patrol duties on the river.

ANTIMONY ORE.

The output of antimony ore from the mines in the district of Kuk Kong for the twelfth moon of the last Chinese year is 3,100 catties.

Telegrams.

[Reporters.]

The Arrest of Japanese in Vancouver.

LONDON, 18th February.
The Japanese Vice-Consul in Ottawa has interviewed the Secretary of State, in reference to the arrest of two Japanese at Victoria on the 17th inst., and the Department of Justice of British Columbia has been instructed to take his representations, and to preserve the rights of Japan.

The European Situation.

The situation in the Balkans, arising from the Austrian project of a railway to Salonica, is the absorbing topic at home and abroad.

The Austrian press is confident of a peaceful solution of the difficulty, believing that Russia will accept, as a counter concession, a Danube-Adriatic railway.

The London *Times* says that the shattering of the European Concert has destroyed the hopes of reforms in Macedonia; Great Britain is faced with a serious problem, but is ready to coerce the Porte.

The Daily Telegraph says that the foundations of European peace have begun to sink, and that stern times are approaching.

SERIOUS SHANGHAI FIRE.

MESSRS. SHEWAN, TOMEY AND CO.'S PREMISES ABLAZE.

About 4.35 a.m. to-day, while native constable No. 441 was going along his beat in the Yuen Ming Yuen Road near Peking Road, he noticed flames and smoke issuing from the offices of Messrs. Shewan, Tomey and Co., at No. 8. He at once gave the alarm and aroused the inmates of the upper floor consisting of Captain G. Grayrigg and family, while at the same time the alarm began to sound three bells. At once Captain Grayrigg commenced the removal of his family to a place of safety from the building, which was by this time filled with thick blinding smoke and dense smoke had become that it was apparent that had they not been aroused by the policemen when they were the inmates would undoubtedly have suffocated. As it was one of the inmates had a very narrow escape, and had it not been for the heroic action of a Sikh policeman, would undoubtedly have perished. In the confusion resultant on the hasty removal from the burning building, Captain Grayrigg's infant child was overlooked, and it was only when the others had reached a place of safety that the fact was discovered. Immediately on this being ascertained Indian constable No. 137 unhesitatingly forced his way upstairs through smoke and carefully conveyed it safely to the ground below where it was restored to the arms of its parents. After getting his family out of the place Captain Grayrigg made an attempt to go upstairs again to secure some articles of clothing, etc., but the smoke was so thick, the heat so great, and the stairs having begun to catch alight that the attempt had to be given up. Meanwhile the Brigade had arrived on the scene and soon had a number of streams playing out of the windows on the side of the building overlooking a small alley. After about an hour's hard work the fire was got under control, the saving of the property showing very good work, on the part of the firemen who deserve great credit for the manner in which the fire was handled. The origin of the fire is, at present unknown, but it is supposed to have been caused by the fusing of some electric wires.

An investigation of the premises after the danger was over revealed the fact that the fire had started in the sample rooms which are situated on the second floor and were filled with piece goods, etc., and had spread to the book office on the floor below. The sample rooms and book office were completely gutted and the damage is considerable. The dividing floor was completely burnt away leaving nothing but a few blackened beams. The flames fortunately were got under control before they reached the top floor and beyond a rug and a trunk which were scorched and somewhat damaged by water, that portion of the building is practically intact. The flames were confined to one side of the place and while on one hand there is nothing but a heap of ruins filled with jumbled mass of damaged and burnt goods, the room on the other side of the hall, occupied by Mr. G. Somerville, who has been at the Nursing Home for the past few days, did only come out to-day, we're untouched.

The building is owned by the Shanghai Investment Company and is fully insured, while the contents of Messrs. Shewan, Tomey and Co.'s premises are fully covered by companies of which the firm are the agents.

Had it not been for the big window with which the sample rooms were lighted, the firemen would not have been able to get the fire under control when it was at its height.

A strange thing about it is that there were five Chinese asleep on the door, and they knew nothing about it.

They were aroused by the constable, who discovered the flames. The bon, office, sample room, and other offices were locked up at five o'clock yesterday at which time everything was in order. Many of the books containing press copies, invoices, and other documents were destroyed and this for the time being will cause the firm some little inconvenience. From present appearances, the entire side of the building will have to be rebuilt before it can be reoccupied, but in the meantime the firm will carry on business at their usual office, filling some of their other

STOLEN PROPERTY.**INTERESTING CASE FROM THE "TAMAR."**

Before Mr. H. H. J. Gomperts, first police magistrate, at the Police Court, this afternoon, Lai Chi, a cabin "boy" on board H. M. S. *Tamar*, was brought up on a charge of stealing a silver watch and a Canadian gold-mounted chain, and a gold cross, belonging to Mr. F. Burden, the master-at-arms, on the 5th instant. Chan Muk Shing, a bum-boat boy, of about eighteen years old, to whom Lai Chi was alleged to have sold the articles, was also arraigned on a charge of receiving stolen property.

Mr. Otto Kong Sing appeared for the first defendant, Mr. E. J. Grist representing the second man.

His Worship agreed to hear the larceny case first, and the complainant was called to the box.

His Worship—Who is prosecuting in this case?

Detective Sergeant Murison said he was, and proceeded to give the alleged facts of the case. He said that the complainant reported to the police on the 14th instant, in the afternoon, that he had lost a watch and chain and a gold cross.

His Worship—Have you found the watch and chain and the cross?

Sergeant Murison—We have only found the watch, your Worship.

His Worship—Who is the complainant?

It is the complainant—is the watch in Court yours?—Yes.

What do you value it at?—I paid £1. 10s. for it.

Proceeding, witness spoke to the police coming on board and saying that they had found the watch.

Mr. Kong Sing (to complainant)—You usually keep your cabin open?—Yes, all day long.

So that it is very easy for a person passing to put his hand in and remove the watch from the wall?—To remove it the person must enter the cabin.

The watch could be seen from the outside?—Not if the curtain is drawn.

A pawnbroker, carrying on business at 75, Queen's Road Central, said that on the 16th instant a watch was brought to him to pawn. He issued the ticket, but did not hand over the £2 asked for, because in the meantime he had discovered that the watch fitted with the description of one which was reported to him by the police as lost. He stopped the youth, who gave the name of Chan Cheung, and handed him over to the police.

Detective Sergeant Murison stated that, in company with a lookout and the second defendant, he went on board the *Tamar* to the 17th instant. All the ship's "boys" were got together for identification. While this was being done the lookout and the second defendant were ordered to the sampan. When the "boys" were all lined up on deck, the second defendant was called up, and he immediately picked out the first defendant as the person who had given him the watch.

The second defendant—Chan Muk Shing—was then called to the stand. Mr. Grist, who appeared on his behalf, said that his client admitted being in possession of the watch and attempting to pawn it. The defendant had, he said, received the watch from some person, and he wanted His Worship to inform the youth, before hearing his evidence, that it was stolen property he had received—a fact he did not know hitherto.

His Worship—I will caution him not to answer the question if he likes.

Mr. Grist—Very well.

On being examined, Chan Muk Shing, who gave his evidence in a straightforward manner, stated that he received the watch from the master-at-arms' "boy," who asked him to pawn it for £3. Witness was to get twenty cents as commission. Witness asked the "boy" in whose name he was to pawn the watch. He was told that in case he was questioned about it he was to say that it was "decreed" to him by his uncle and that he was to pawn it in the name of "Chan Cheung."

Mr. Kong Sing submitted that the only person who could have stolen the watch was the bum-boat boy or some of his people. There was no evidence to connect his client with the watch.

His Worship charged the first defendant.

Mr. Grist said that on the evidence his client could not be convicted unless it was proved that he had a guilty knowledge. That he was in possession of the watch was admitted. The only evidence there was against him was that of telling falsehoods to the pawnbroker, but there was no other evidence against him. Mr. Grist observed that the lad had no right to assume that the watch had been stolen because he was told to say that the watch belonged to his father. The lad had pawned lots of jewellery before. It was part of his trade and in this case there was no reason for him to believe that he was receiving stolen property. He was a young boy—fifteen years old—and Mr. Grist asked for leniency.

His Worship bound the lad over in the sum of £100 (two sureties) to be of good behaviour for three months.

WITH rails broken, companions carried away, ventilators crumpled and part of her bridge wrecked in a heavy gale, encountered in the mid-Pacific on December 31, the Japanese liner *Akio Maru* reached port this afternoon with 261 passengers, only four being Europeans, and 6,000 tons of cargo, reports Vancouver, B.C., despatch of 9th ult. In a storm on January 3 the steering gear broke, and the steamer was helpless in the rough of heavy sea for two hours before extra gear was rigged. F. Deane, of Seattle, who was among the passengers, says that China offers an immense market for paper, especially for news prints, owing to the recent enormous increase of newspapers. Owing to the recent demands from the U.S. and Canada for the restriction of emigration from Japan, the Tokyo government has withdrawn a privilege formerly given to emigrants to America whereby their period of conscription was reduced to one year, providing they returned from abroad before they were 21 years of age.

"LANCELOT" IN COURT.**LIBEL ACTION OVER AN ARTICLE ON QUACK REMEDIES.**

Mr. Augustus Tucker, of Herne Hill, was the plaintiff on 15th ult. in an action for libel against Mr. Walkley, the proprietor and editor of the *Lancelet*, damages being claimed in consequence of a statement in that journal to the effect that plaintiff had been selling a quack remedy. The case came before Mr. Justice Ridley, and was adjourned.

It was pleaded for the defence that the words complained of were fair comment.

Mr. Duke, K.C., in opening the case, said the plaintiff had been carrying on a business with considerable profit to himself and with very great benefit to a great many people.

Plaintiff's brother had invented an asthma specific inhaler, and in fact the plaintiff came from America with a power of attorney from his brother and took over the business of selling specific in this country.

Plaintiff had not advertised in the newspapers, and he claimed that the remedy was an honest one, and that upwards of 250 medical men in England and on the Continent were buyers of the specific.

COMMENTS COMPLAINED OF.

Extracts from an article in the *Lancelet* for 9 March last, headed "Quack Advertisements," were then read by counsel:

In the course of an inquest it was stated that a labourer had been using Dr. Tucker's asthma specific inhaler, for which he had given,

according to the newspaper report which has reached us, three guineas, while the material with which he had sprayed himself cost him 8s. an ounce.

DODWELL & CO., LIMITED, Agents.

Hongkong, 20th February, 1908. [241]

To-day's Advertisements.**THE HONGKONG MILLING COMPANY, LIMITED.**

THE THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Company's Offices, King's Buildings, at 12 o'clock Noon, on SATURDAY, the 7th March, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

A. H. RENNIE & CO., General Managers. Hongkong, 20th February, 1908. [241]

NOTICE TO CONSIGNEES.**STEAMSHIP "SHAWMUI," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.**

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 20th February, 1908. [241]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Steamship

"ARRATOON APCAR."

Captain A. Stewart, will be despatched for the above Ports, on FRIDAY, the 28th inst., at 3 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED, Agents.

Hongkong, 20th February, 1908. [242]

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship.

"HAITAN."

Captain Reach, will be despatched for the above Ports, TO-MORROW, the 21st instant, at 12 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 20th February, 1908. [242]

SHANGHAI, CHINWANTAO (Tientsin) and PEKING.

HONOLULU, NORTH AND SOUTH AMERICAN PACIFIC COAST, BUENOS AIRES, MONTEVIDEO.

MONDAY, Capt. Jouan 9th March, without transhipment.

THIS Steamer, Twin-screw, 15,000, is Newly Built and has Superior Accommodation for 1st Class Passengers. Only Single and Double-berth Cabins, each fitted with Electric Fan, Steam Heater, Writing Table and Wardrobe, Drawing-room, Smoking-room, Hair Dressing-room and Laundry. Doctor and Stewardess. The best line to go to Japan and America in visiting Peking and North China.

Reduced Rates of Freight and Passage.

For further Particulars, apply to

J. MILLET, AGENT, FRENCH MAIL OFFICE.

Hongkong, 20th February, 1908. [243]

SHANGHAI DANCERS' GRIMES.**BOOTS, BARRED AT THE WEEKLY GATHERINGS.**

From the Municipal Council the edict has gone forth at the informal dances held weekly in the Town Hall boots shall be barred. In the future only those wearing the daintiest of pumps will be allowed to trip the light fantastic on its classic floor, and those whose footgear fails to conform to the standard will be banned. Yesterday evening this command was enforced and not only did it cause dismay among the dancers but just about spoiled the assembly. It seems that a week ago a notice was posted up in the hall informing all and sundry who might chance to see it that unless they wore pumps they would not be allowed to take part in the proceedings. The same notice was placarded yesterday evening, but it is matter of complaint among many of the dancers who were stopped that these were placed in positions where they were not easily seen. Whether they failed to notice them, or not it is a fact that most of the dancers disregarded the warning and on the band striking up the strains of the opening waltz they commenced to circle round. An Inspector and three stalwart policemen were, however, on guard and scarcely was the dance under weigh before the former tapped a gentleman on the shoulder and informed him that he would not be allowed to proceed. The individual in question was entirely ignorant of the new regulation and had been sporting himself in a pair of tweed boots. Not long after he was gibbergasted by the announcement, but seeing no way out of the difficulty quietly resumed his seat. The same thing happened with others, those wearing brown boots being discovered before those with the more sober blacks, but ultimately the vast majority of the dancers had come under the notice of the police and before the conclusion of the dance scarcely a dozen couples were left. The reason for this action on the part of the Council is given as a desire to preserve the floor, which those in authority contend is being spoiled by the dancers wearing boots.

Fresh moon may be expected in the Formosa Channel and over the N. part of the China Sea.

Gradients are slight to moderate.

Fresh moon may be expected in the Formosa Channel and over the N. part of the China Sea.

Pressure is highest over the Lower Yangtze, and lowest over the S. part of the China Sea.

Wind and current reports more or less accurate on being received publicly by the

newspapers.

FORECAST.

1.—Hongkong and neighbourhood, N.E. to E. winds, fresh; dull, probably some rain.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Macao, same as No. 1.

4.—South coast of China between Hongkong and Macao, same as No. 1.

5.—South coast of China between Hongkong and Macao, same as No. 1.

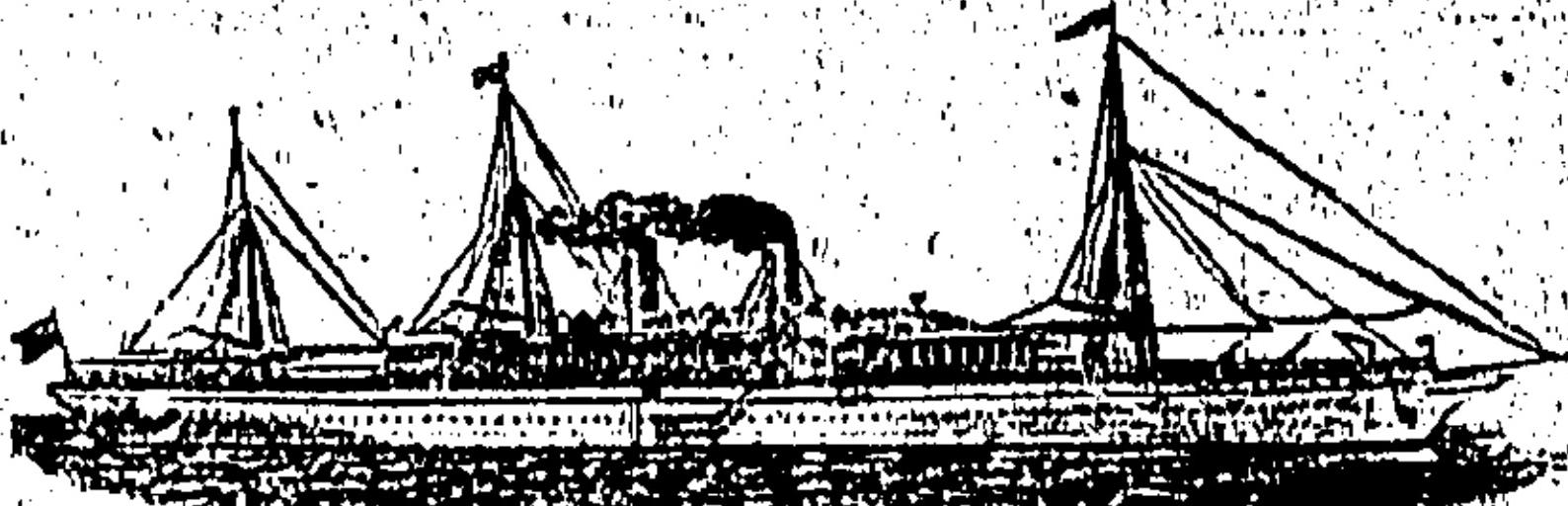
6.—South coast of China between Hongkong and Macao, same as No. 1.

7.—South coast of China between Hongkong and Macao, same as No. 1.

8.—South coast of China between Hongkong and Macao, same as No. 1.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER	
"EMPEROR OF CHINA"	.....6,000	THURSDAY, Mar. 12th	.....Mar. 30th	
"LENNOX"	.....3,700	WEDNESDAY, Mar. 25th	.....April 23rd	
"EMPEROR OF INDIA"	.....6,000	THURSDAY, April 6th	.....April 27th	
"MONTEAGLE"	.....6,101	WEDNESDAY, April 22nd	.....May 16th	
"EMPEROR OF JAPAN"	.....6,000	THURSDAY, May 7th	.....May 25th	
"GLENFARG"	.....3,700	WEDNESDAY, May 20th	.....June 18th	
S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.				
"EMPEROR" steamships depart from Hongkong at 4 P.M., S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.				

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANG-HAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,000 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Classvia St. Lawrence River Lines or New York £7.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways...via St. Lawrence & Co. Ltd. New York £4.42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

Hongkong, 18th February, 1908.

15

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	To	
MANILA	YUENSANG*	SATURDAY, 22nd Feb., 3 P.M.	
SHANGHAI	KWONGSANG*	TUESDAY, 25th Feb., Noon.	
SGAPORE, PENANG & CALCUTTA	LAISANG*	THURSDAY, 27th Feb., 3 P.M.	
MANILA	LOONGSANG*	FRIDAY, 28th Feb., 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG*	FRIDAY, 13th Mar., 4 P.M.	
& MOJI			

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return. Passages will be issued for our Sailings to Manila of the 21st and 28th instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo' and Tientsin via Ching-Wan-Tau.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

General Managers.

Hongkong, 20th February, 1908.

[to]

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

NINGPO & SHANGHAI	"KANOHOW"	21st Feb., 4 P.M.
MANILA	"TEAN"	25th
SHANGHAI	"YUNNAN"	25th
SHANGHAI & CHINKIANG	"CHINKIANG"	25th
CEBU & ILOILO	"KAIFONG"	25th
MANILA	"TAMING"	3rd Mar.
MANILA, ZAMBOANGA & COLONIES	"TAIYUAN"	9th

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 20th February, 1908.

[to]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Type.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 22nd Feb., 1908.
RUBI	2540	Almood		SATURDAY, 29th Feb., 1908.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 15th February, 1908.

[to]

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL will be held in MANILA under Government auspices commencing on the 27th FEBRUARY, 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd FEBRUARY. The "ZAFIRO" will reach Manila on Tuesday morning, and in order that the full round of festivities may be enjoyed we shall despatch the steamer from Manila until 2 A.M. on the morning of Tuesday, the 3rd March. She will reach Hongkong again at daylight on Thursday, the 5th March.

We have arranged a special fare for this round trip of \$30 and Passengers, should they so desire, may make arrangements to remain on board during steamer's stay in Manila.

For further particulars, apply to the Undermentioned.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 20th January, 1908.

[to]

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Shipping—Steamers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS and SUZ CANAL.

(With liberty to call at the Malabar Coast).

Steamship

"SAINT PATRICK"About the 16th March, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 27th January, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing

Shawmut 9,606 E. V. Roberts 1908

Tremont 9,606 T. W. Garlick 27th Feb.

Savuerit 6,232 Shenton 9th Apr.

Kumerit 6,232 Cowley 2nd May

CHAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR, and STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

+ Cargo only.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings, Hongkong, 18th February, 1908.

[to]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland
Ports, and taking through cargo to
Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EASTER 4,"

Captain McArthur, will be despatched as above, on SATURDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 5th February, 1908.

[to]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamer Tons To sail

KASATO MARU6,100 { Some time First

half of April

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Notice of Firm.

INTERNATIONAL SLEEPING CAR
and
EXPRESS TRAINS CO.
(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.
Agents.

Hongkong, 1st July, 1907.

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Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from Ceste ex s.s. "Omara," from Vathy ex s.s. "Sachsen," and from Bordeaux ex s.s. "Ville de Bordeaux" and "Carthage," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 24th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in on or before the 24th February, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 24th February, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,

Agent.

Hongkong, 17th February, 1908.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 17th February, 1908.

[17]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 20th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 18th February, 1908.

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"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES:

S.S. "BENLAWERS,"
FROM MIDDLESEX, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 12 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBSON LIVINGSTON & CO., Agents.

Gibson, 18th February, 1908.

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Whipping.

Arrivals.

Triumph, Gor. s.s. 685, J. Bendixen, 10th Feb.—Haiphong and Holhow 18th Feb., Geo.—J. & Co.

Tamba Maru, Jap. s.s. 3,802, C. H. Butler, 20th Feb.—Singapore 14th Feb., Gen.—N. Y. K.

Shawmut, Br. s.s. 6,191, E. V. Roberts, 20th Feb.—Seattle 7th Feb., and Manila 17th, Gen.—D. & Co., Ltd.

Kwongtung, Br. s.s. 1,421, W. P. Baker, 20th Feb.—Shanghai 10th Feb., and Swatow, 19th, Gen.—J. M. & Co.

Antiochus, Br. s.s. 5,795, G. D. Key, 20th Feb.—Liverpool 5th Jan., and Manila 17th Feb., Gen.—B. & S.

Fukura Maru, Jap. s.s. 1,156, H. Sakamoto, 20th Feb.—Mojii 14th Feb., Gen.—M. B. G. K.

Delhi, Br. s.s. 4,783, J. D. Andrews, R.N.R., 20th Feb.—Bombay and Singapore 15th Feb., Mails and Gen.—P. & O. S. N. Co.

Leipzig, Ger. cruiser, 3,200, Tregassakogitan Engal, 20th Feb.—from Swatow.

Clearances at the Harbour Office.

Kwongtung, for Canton.

Kwangtung, for Shanghai.

Swatow, for Swatow.

Helene, for Hoichow.

Carl Diderichsen, for Haiphong.

Departures.

Feb. 20.

Benlawers, for Japan.

Deaconage, for Swatow.

Footong, for Shanghai.

Szczecin, for Singapore.

Chrysanth, for Swatow.

Chrysanth, for Canton.

Yunnan, for Canton.

Kwangtung, for Shanghai.

Passengers arrived.

Per Kwongtung, from Shanghai, &c.—Dr. and Mrs. Wright, and Mr. Tung Hoi Kee.

Per Tamba Maru, from Singapore for Hongkong—Mr. W. E. D. Cole, Capt. and Mrs. Mrs. R. Sutherland, Geo. Turner and S. Miki, For Kobe—Messrs. Stephen, Y. Saito, K. Nakahashi, G. Goto, and Mrs. S. Yamada. For Yokohama—Madame Seean, Reichard, Wood, Ryan, de Beauregard, Noidan, Isbucque and Jourdan, Messrs. D. Collier, R. Montgomery and K. Horiba.

Per Shawmut, from Manila—Mr. Col. Lu Gardie, Mr. and Mrs. L. La Garde, Mr. T. W. Thompson, Mr. and Mrs. J. M. Poizat and infant, Messrs. Alph. Poizat, Robt. Poizat, Mr. and Mrs. C. G. Murray, Mrs. Wright, Dr. and Mrs. Jahring and child, Mr. C. G. C. Selms, Capt. R. A. Preston, Mrs. M. A. Rader, Miss Cheesman, Mrs. Watson, Mrs. Abt, Capt. and Mrs. Newton, Mrs. Christian, Mr. M. F. Davies, Mrs. Southworth, Mr. and Mrs. Andrews, and Mr. Geo. Martin.

Passengers departed.

Per Yanai Maru, for Japan—Mrs. V. K. Collard, Mr. A. Mack, Misses A. M. Mack, M. Mack, Messrs. F. W. Ward, H. Briggs, Y. Nakamura, Mr. and Mrs. Ohtsu, Messrs. K. Tsutsumi, Y. Katow, Mr. and Mrs. Jardine, Miss Jardine, Messrs. T. Loney, J. Saito, J. B. Gomes, O. Fujimoto, and Mr. and Mrs. Lee Ling.

Shipping Reports.

Sir. Kwongtung, from Shanghai, &c.—Strong N.N.E. breeze and moderate high sea.

VESSELS IN PORT.

STRAND.

Amara, Br. s.s. 1,517, J. Mattcock, 16th Feb.—Saigon 11th Feb., Rice—J. & Co.

Amigo, Ger. s.s. 822, N. J. Baltzer, 18th Jan.—Haiphong and Holhow 17th Jan., Gen.—J. & Co.

Carl Diderichsen, Ger. s.s. 774, J. Kayser, 14th Feb.—Haiphong 11th Feb., and Holhow 13th, Rice and Gen.—J. & Co.

Cheung Shing, Br. s.s. 1,256, F. Wheeler, 10th Feb.—Canton 18th Feb., Gen.—J. & Co.

Cheng Shing, Br. s.s. 1,256, F. Wheeler, 10th Feb.—Canton 18th Feb., Gen.—J. & Co.

Chunyang, Br. s.s. 1,427, Sawyer, 13th Feb.—Sourabaya 2nd Feb., Sugar—J. M. & Co.

Derwent, Br. s.s. 1,556, J. Jenkins, 15th Feb.—Saigon 10th Feb., Rice—Chinese.

Drular, Nor. s.s. 1,102, J. King, 18th Feb.—Bangkok 10th Feb., Rice—N. Y. K.

Elgin, Br. s.s. 2,143, Potts, 11th Feb.—Portland 26th Jan., and Mororan 5th Feb.

Grain, P. & A. S. S. Co.

Empress of China, Br. s.s. 3,046, R. Archibald, P.M.R., 1st Feb.—Vancouver, B.C., 21st Jan., and Shanghai 11th Feb., Gen.—J. & Co.

Friedrich, P. & C. P. Co.

Entia, Ger. s.s. 1,101, Langschwagen, 17th Feb.—Taungoo Gulf Feb., Coal—J. & Co.

Fukushu Maru, Jap. s.s. 1,900, T. Ito, 19th Feb.—Swatow 18th Feb., Gen.—B. & S.

Haitan, Br. s.s. 1,183, J. S. Roach, 19th Feb.—Fochow 16th Feb., Amoy 17th, and Swatow 18th, Gen.—D. L. & Co.

Heleene, Br. s.s. 771, J. Lessen, 17th Feb.—Quilon 13th Feb., Rice—J. & Co.

Johanne, Ger. s.s. 952, M. Ipland, 18th Feb.—Saigon 13th Feb., Rice—J. & Co.

Joshin Maru, Jap. s.s. 1,900, T. Ito, 19th Feb.—Swatow 18th Feb., Gen.—B. & S.

Knifong, Br. s.s. 984, Mahias, 9th Feb.—Cebu and Iloilo 4th Feb., Gen.—B. & S.

Kuman Maru, Jap. s.s. 3,147, N. Matheson, 18th Feb.—Nagasaki 14th Feb., Gen.—N. Y. K.

Laeutes, Br. s.s. 1,340, J. B. Jackson, 6th Feb.—Saigon 1st Feb., Rice—Chinese.

Laisang, Br. s.s. 3,460, E. J. Todd, 16th Feb.—Calcutta 1st Feb., Penang and Singa-

pore 1st Feb., Gen.—J. & Co.

Lenox, Br. s.s. 2,361, F. McNair, 16th Feb.—Mojii 11th Feb., Coal—M. B. G. K.

Lokoum, Ger. s.s. 1,020, W. Taubert, 18th Feb.—Angku 10th Feb., Rice—B. & S.

Loyal, Ger. s.s. A. Nataeque, 18th Feb.—Bangkok 6th Feb., Rice—S. W. & Co.

Mavis, Ger. s.s. 1,169, P. E. Christiann, 18th Feb.—Saigon 14th Feb., Rice and Rice-Meal—C. S. S. Co.

Nam Sang, Br. s.s. 4,935, P. M. B. Luke, 14th Feb.—Yokohama 1st Feb., and Moji 10th, Gen.—J. M. & Co.

Nippon Maru, Jap. s.s. 6,168, W. B. Green, 12th Feb.—San Francisco 14th Jan., and Shanghai 9th Feb., Mails and Gen.—N. Y. K.

Peraia, Br. s.s. 2,744, A. Dixon, 11th Jan.—San Francisco 7th Dec., and Portland, Or. 15th, Flour—O. & S. S. Co.

Pontong, Ger. s.s. 998, W. Bötefähr, 8th Feb.—Bangkok 24th Jan., Rice and Rice-Meal—B. & S.

Trocas, Br. s.s. Carrick, 11th Feb.—Pulo Sambo and Feb., Bu's Oil—Meyer & Co.

Vancouver, Br. s.s. 2,149, McDouall, 14th Feb.—Newcastle 25th Jan., Coal—S. T. & Co.

Yonessawa, Br. s.s. 1,128, F. Rolfe, 18th Feb.—Mali, 15th Feb., Sugar and Hemp—Hemp—J. M. & Co.

Zafiro, Br. s.s. 1,699, R. Rodger, 17th Feb.—Manila 14th Feb., Hemp and Soap, S. T. & Co.

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